passports; if so, what are the details thereof;

(b) whether it is a fact that there is a proposal to allow the people of Indian origin to enjoy the benefit of dual citizenship; if so, what are the reasons therefor; and

(c) if not, what action Govern ment propose to take against those who are holding foreign passports and yet claim the benefits of dual citizenship?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (PROF. K. K. TEWARI): (a) As part of the liberalisation package, Heads of Indian Missions abroad can now issue long term multiple entry visas valid for two yearg to non-resident Indians proposing to set up Industrial ventures in India. Spouses and dependent family memherg of all such foreigners of Indian origin who have been granted 2 years business visas may also be granted 2 year multi-entry visas even where spouses/dependent family members are not of Indian origin.

Foreigners of Indian origin who are above 65 years of age and who wish to return to India for the purpose of permanent settlement and their spouses without any age limitation can be granted long term visas valid for one year by the Mission concerned under its own powers.

(b) No, Sir.

(c) The question of claiming benefits of dual citizenship does not arise in view of separate legal provisions for Indians and foreign citizens.

Application of Dock Bye-Laws and Dock Scales of Rates by Bombay Port Trust

3301. SHRI CHIMANBHAI MEHTA; Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that in December, 1981 the Bombay Port Trust had proposed to bring three areas at Chembur, Vidya Vihar and Kanjur Marg within the purview of the provisions relating to application of Dock Bye-Laws and Dock Scales of rates;

(b) whether it is a fact that the said, proposal was made since the cargo from the docks was to be removed to these sites and the Bombay Port Trust intended to recover the charges in accordance with the dockg scale of rates;

(c) whether it is also a fact that the Bombay Port Trust had resolved to recover the charges referred to in part (b) above from the date of publication of the sanction of Government in the official gazette; and

(d) on which dates the sanction of Government was applied for, approved by Government and published in Government Gazette; giving the breakup of information for Docks Bye-Laws as wel] as dock scale of rates?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Bombay Port Trust took such a decision in December, 1981.

(b) Thig was the intention of Bombay Port Trust.

(c) Bombay Port Trust sanctioned the proposals subject to sanction of the Government.

(d) Bombay Port Trust applied for the sanction of the Government to both the proposals in November, 1985. The Government had conveyed their approval to *the* amendment to the Dock Scale of Rates on 7-11-1986. This amendment was notified by Bombay Port Trust in Maharashtra Government Gazette on 4-12-1986. The amendments to Docks Bye-Laws were notified in the Gazette of India on 24-2-1987. These were republished by the Bombay Port Trust in the Maharashtra Gazette on 80-4-1987.